

**Report and Minutes of a Meeting of the
ASSETS & SERVICES COMMITTEE**
held in the Council Chambers, 15 Seymour Street, Blenheim
on TUESDAY, 14 OCTOBER 2014 commencing at 9.00 am

Present

Councillors T S Sloan (Chairman), G I T Evans, J P Bagge, B G Dawson (until 10.45 am), T E Hook, and J C Leggett, Mayor A T Sowman, and Mr R Hunter (iwi representative).

Also Present

Councillors J A Arbuttle, G S Barsanti, C J Brooks (until 10.45 am), D D Oddie (from 9.30 am) and L M Shenfield.

In Attendance

Mr M S Wheeler, Manager, Assets and Services Department and Mr M J Porter, Democratic Services Manager.

Apology

Cirs Bagge/Hook:

That the apology for absence from Cllr J L Andrews be received and sustained.

Carried

Council Treatment Plant Operator, Rob Addis, was presented with his National Certificate in Water Treatment by the Chairman, Cllr Sloan, and congratulated on his achievement.

ATTENDANCE: Frank Porter, Highway Manager, Marlborough Roads, was in attendance for the following three items.

P.14/15.134 Hodder Bridge Upgrade R800-001-01

The Highway Manager, Marlborough Roads, reported that the purpose of the report was to provide an update on the Hodder Bridge strengthening proposal and to review options that have been considered.

The report proposed three options for discussion – Option A (Do-minimum), Option B (100% Class 1 strengthening) and Option C (Replacement Bridge). Marlborough Roads advised that Option B, which upgrades the bridge capacity to 100% Class 1, provides the most efficient and effective solution. This option will enable the landowners in the Upper Awatere Valley to reliably receive inwards freight and more importantly freight out stock in a just-in-time basis. This will optimise the economic viability of these properties. However, Option B does not enable overweight vehicles and will likely not extend to HPMV travel. There are weight restrictions on other structures on the Awatere Valley Road. Depending on final design, 50MAX vehicles may or may not be able to be catered for. Option B also offers the best funding assistance opportunities for Council.

Marlborough Roads has sought funding approval from the Transport Agency for Option B. At the end of September, funding assistance for this option was approved at a funding assistance rate of 46% (Council's base rate). This funding has been approved on the basis that this is an essential renewal to reinstate the bridge strength to its previous limits. There are currently funds available nationally which may not be available in the next National Land Transport programme. Council's share of funding (54%) for the recommended Option B is \$648,000. There is no existing budget allocated to this project. However, it was noted that reserve funding could be allocated.

Marlborough Roads advised that they will instruct the bridge designers (Opus International Consultants) to complete final design drawings and specification for Option B. Once this work is complete, Marlborough Roads can call for tenders to strengthen the Hodder Bridge. The most likely construction period is late Summer/Autumn 2015.

Cirs Evans/Hook:

1. That Council notes the Transport Agency's funding approval for Option B.
2. That Marlborough Roads proceeds to final design and construction stages of Option B.
3. That Council provides funding of \$648,000 from reserves.

Carried

P.14/15.135 Seal Surfacing Treatments R800-006-002-02

The Highway Manager, Marlborough Roads, reported that the purpose of the report was to inform Councillors of the types of surfacing used on the sealed network and the reasons for the various treatment methodologies as requested at the recent "Levels of Service" briefings. To highlight this report a powerpoint presentation was shown (presentation filed in Trim – Record Nos. 14218076 and 14218078).

To summarise the report would be to say that chipsealing is a complex science developed over the last century. New Zealand pavement engineers have optimised techniques and developed new techniques particularly over the last 20 years. The book (over 500 pages) "Chipsealing in New Zealand" is an authoritative manual used by New Zealand's Sealing Practitioners. The choice of sealed surface affects whole-of-life costs and Marlborough Roads in developing its Asset Management Plan is careful to optimise long-term costs and also optimise road safety through consideration of skid resistance. Chipsealing is noticeable to cyclists and to adjacent residents who will notice more tyre noise particularly when seals are new. These effects abate normally within the first year after the usual treatment. Chipseals offer a highly effective and cost efficient solution on Marlborough's and New Zealand's road network.

A change in the Level of Service was also explained. Thin asphaltic surfaces (TAS) were many times more expensive to lay than chipseals. Previously Council would use TAS when vehicles per day exceeded 5000. NZTA work has established 7500 vehicles per day as a new economic level. In time savings from this change could be up to \$500,000 per annum.

Cirs Hook/Evans:

That the report be received.

Carried

ATTENDANCE: Steve Murrin, Journey Manager Marlborough, Marlborough Roads, was also in attendance for the following item.

P.14/15.136 Beach Road Parking R800-002-01

The Journey Manager Marlborough, Marlborough Roads, reported that the purpose of the report was to advise the committee of the problems with parking on Beach Road, Waikawa.

It was noted that for a number of years residents of Beach Road have expressed their concerns with regard to parking, in particular boat trailers over the Christmas period along the road, causing at times the road to become one lane. Marlborough Roads and Port Company staff have met with residents on numerous occasions to try and come up with a solution, but have never been able to get a consensus.

In the last Annual Plan round a submission was made regarding widening of Beach Road. However, as Council is planning to replace a sewer rising main along the eastern side of Beach Road in 2018/19; that would be the time to undertake any road widening.

Following discussion on the recommendation to implement a P180 parking restriction, members agreed that this did not go far enough and that the best solution would be a no parking restriction on the eastern side of the road. It was agreed that a review would need to be undertaken in two years to gauge the effectiveness of this move.

Cirs Leggett/Bagge:

1. That the eastern side of Beach Road, from the corner opposite Mara Place to the Waikawa Marina, be classified as a no parking zone as defined by a yellow no-parking line and appropriate signage, and that this is take effect from Monday 10 November 2014.

2. That a review of this no parking area be undertaken in two years.

Carried

ATTENDANCE: Brett Walker, Council's Infrastructure Projects Engineer, was in attendance for the following two items.

**P.14/15.137 Out of District Water Connection Application
for Aerodrome Road, Omaka
PN528192, PN256310, PN535282, PN535283**

The Infrastructure Projects Engineer presented a report for the Committee to consider an application for out of district water connections for properties located at Aerodrome Road, Omaka.

The property is currently zoned Rural Three and is located on the eastern side of Aerodrome Road, bounding on to the Taylor River. Prior approval had been granted for out of district water connections but had not been taken up within the approved time frame due to the previous subdivision not going ahead. The proposal is to subdivide and carry out boundary adjustments of four existing lots to create eight new lots, one being road to vest. The surrounding properties, including two of the lots involved in the subdivision, have existing out of district water connections to Council's water reticulation. This water system consists of water mains that are located within the existing right of way that is to be vested as road.

The existing Blenheim water supply system has the capacity to allow the proposed lots to connect.

Cllrs Dawson/Leggett:

That the proposed out of district water connections be approved with the following conditions:

1. The applicant must extend the large diameter watermain to the southern boundary of Lot 3.
2. The applicant must install a 20 mm diameter metered water supply with a Reduced Pressure Zone backflow prevention device to each new lot.
3. A maximum of 2.0 m³/day be used on each lot.
4. A consent notice be placed on each new lot as follows:
Additional water storage shall be installed on each lot to provide all the required fire-fighting demand for the activity/land use risk of the site; noting that Council's system will only deliver 25 ℓ/s.
5. Water development contribution fees in accordance with Council's Development Contribution Policy be paid. (The calculation shall be based on one Household Equivalent Unit per new lot).
6. The proposed lots pay water rates as per Council's out of district connections rating policy.
7. The applicant be advised that approval of these connections does not imply that subdivision approval will be granted.
8. The approved connections to this proposed subdivision only be completed following a successful subdivision application. Failure to obtain subdivision consent within one year from the date of this approval will result in forfeit of the four out of district water approvals.
9. The lots pay geographic area general works and services rates and charges as per Council's rating policy.

Carried

P.14/15.138 Development/Subdivision

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The Infrastructure Projects Engineer reported that the purpose of the report was to inform Councillors of the servicing of new development areas. To highlight this report a powerpoint presentation was shown (presentation filed in Trim – Record No. 14218238).

Cirs Bagge/Hook:
That the report be received.

Carried

P.14/15.139 Waitohi Domain – Reserve Reclassification L150-001-W21C

The Manager, Assets and Services Department reported that the purpose of the report was to consider reclassification of the Waitohi Domain from recreation reserve to a local purpose/utility reserve.

It was noted that Waitohi Domain has been the home ground of the Waitohi Rugby Club since 1912. In the 1980s a squash facility was built. The grounds were built over an old landfill and act as a flood retention basin during major rainfall events. They also receive sewer overflows from Council's main terminal sewer pump station in major flooding events. After several years of consultation the Club formally agreed at a Special General Meeting in June 2014 to move from its Waitohi clubrooms to the new Endeavour Park Pavilion.

In August 2014 Council was advised of a change in processes used to reclassify reserves. Our adviser – Ward Property Services – has confirmed with the Department of Conservation that Council can now approve the reclassification.

Cirs Sloan/Leggett:

1. That pursuant to Section 24(1) of the Reserves Act 1977 the Marlborough District Council approves the reclassification of the Waitohi Domain known as Section 1277 Town of Picton from a recreation reserve to a local purpose (utility) reserve.
2. That the attached gazette notice be executed and notified in the NZ Gazette.
3. That the Department of Conservation be advised of the change.

Carried

ATTENDANCE: Robert Hutchison, Council's Reserves and Amenities Officer, was in attendance for the following item.

P.14/15.140 Oliver Park Playground Redevelopment R510-009-O04-07

The Reserves and Amenities Officer reported that the purpose of the report was to update councillors on the Annual Plan submission from Plunket NZ Nelson/Marlborough requesting that Council redevelop the junior play area at Oliver Park. He noted that the major elements of the play equipment and fence were constructed by PEP Schemes between 1986 and 1988. He further reported that in 2011 an independent playground consultant inspected the playground and reported back that 80% of the play area was non-compliant against the new playground safety standards. The standards are not mandatory but it is Council policy to progressively upgrade to meet them. Repairs have been made to the play structure that did not affect its usage or require closure of the play area.

It is estimated that the cost to replace and make safe the tower, slide, and swings is \$16,000; safety surfacing cost is \$16,000, and safety fencing \$18,000.

Cirs Leggett/Hook:
That funding of \$51,000 for the redevelopment of the junior playground at Oliver Park be approved as an over-run for 2014/15 to be funded in 2015/16.

Carried

ATTENDANCE: Alec McNeil, Council's Solid Waste Manager, was in attendance for the following item.

P.14/15.141 Waste Fees and Charges Review 2014

C315-11-06-05

The Solid Waste Manager reported that the purpose of the report was to set out the proposed waste fees and charges to take effect from 1 January 2015.

A Full Cost Accounting Model (FCAM) has been run for the landfill. This is a spreadsheet developed by the MfE and a technical working group that allows the input of all relevant data on the landfill e.g. airspace, capital and operating costs, tonnage throughput etc. The end output is an Indicative Base Cost (IBC) per tonne.

The total increases are for landfill gate fee (\$5.50 per tonne (GST inclusive)) and transfer station gate fee (\$2 per cubic metre (GST inclusive)). These increases will take effect from 1 January 2015.

Cllrs Bagge/Evans:

That the waste fees and charges increases indicated at points 13 and 14 be approved and implemented with effect from the 1 January 2015.

Landfill		Transfer Stations	
Annual Tonnes	40,181	Annual Refuse (m ³)	38,400
		Annual Tonnes	7358
Item	\$/ton	Item	\$/m ³
Indicative Base Cost	\$4.13	Cost Fluctuation	\$0
Cost Fluctuation/Annual Tonnes	\$0.62	Grass	\$0.82
		Disposal	\$0.91
Total Cost (GST excl)	\$4.75	Total Cost (GST excl)	\$1.73
Total Cost (GST incl)	\$5.46	Total Cost (GST incl)	\$1.99

FEES TABLE: Waste and Refuse

Transfer Stations	Charges
General refuse per cubic metre rate	\$31.00
Official Council refuse bags	No charge for disposal at transfer station
Other 60 litre refuse bags	\$1.90
Medium 80 litre refuse bags	\$2.50
Large refuse bags	At site operator's discretion based on measure and current rate per cubic metre
240 litre refuse wheelie bin	\$7.40
120 litre refuse wheelie bin	\$3.70
205 litre (44 gallon) refuse drum	\$6.30

FEES TABLE: Waste and Refuse	
Standard woolpack filled with refuse	\$15.00
1 tonne sacks filled with refuse	\$22.50
Scrap metal per cubic metre	\$8.00
Car body (Blenheim) - stripped of upholstery, glass and tyres	\$37.00
Car body - not stripped	\$87.00
Whole tyres	
- Car tyres	\$5.50
- Four wheel drive tyres	\$6.50
- Light truck to 17.5 t	\$9.50
- Heavy truck tyres	\$17.50
- Truck tyres with rims	\$30.00
- Tractor tyres (small)	\$47.50
- Tractor tyres (medium)	\$60.00
- Tractor tyres (large)	\$70.50
- Loader tyres (small)	\$60.00
- Loader tyres (medium)	\$70.50
- Loader tyres (large)	\$82.00
Whiteware - fridges, ranges, etc	By assessment (Ph: 03 579 2061)
Electrical goods - TVs, computers, etc	See our E-Waste Collection Facility page
Hazardous Waste	
Used oil for quantities less than 20 litres	No charge
Used oil for quantities greater than 20 litres	20 cents per litre
Toxic and hazardous material	By assessment contact MDC on Ph: 03 520 7541
Regional Landfill (commercial users only - by arrangement - Ph: Roding, Asphalt 021 180 6983)	
General refuse per tonne	\$106.25
Offal burial per tonne	\$106.25
Ash per tonne	\$71.25
Winery filter media per tonne	\$71.25
Mussel shells per tonne	\$71.25
Sawdust per tonne	\$71.25
Liquid waste per tonne	\$71.25

FEES TABLE: Waste and Refuse	
Polystyrene per tonne	\$1,511.25
All mixed loads per tonne	\$106.25
Toxic and hazardous material	By assessment contact MDC on Ph: 03 520 7541
Hardfill/cover fill	By assessment contact MDC on Ph: 03 520 7541
Refuse Bags - Blenheim and Picton	Charges
Plastic bags - each	\$1.40
Plastic bags x 10	\$13.30
Plastic bags x 52	\$69.00
Greenfingers Compost	Charges
Greenwaste material to Blenheim compost site per cubic metre	\$15.00
Greenwaste to Picton Transfer Station compost site per cubic metre	\$22.00

Carried

P.14/15.142 Information Package -

The Information Package for the Assets and Services Committee dated 14 October 2014 and circulated separately was received and noted.

The meeting closed at 11.00 am.

Record No. 14203191